

NEW ADVERTISEMENTS

Hongkong, 30th March, 1989. [681]
NOT RESPONSIBLE FOR DEBTS.
THE Shop TAI SHING, dealing in
 CHINESE GOODS. Established at Penang.
 No. 21, Parkside Street, from September of
 last year and without any branch elsewhere, is
NOT RESPONSIBLE for any **LCANS** or
DEBTS of whatever amount which may be
 drawn or made by its Employees, as it is not
 wanted **Loans** or **Debts** at all times.

CARTRIDGES,
RIFLE CASES, CARTRIDGE BAGS,
SHOOTING BOOTS,
WATER PROOF SHEETS, &c.
LANE, CRAWFORD & Co.

Sales or Property, to advance moneys on Mortgage, to undertake the Management and Agency of Estates, and generally to carry on any business in connection with Landed Property. The fullest information can be had on application at the Company's Offices, No. 7, Queen's Road Central.

ALEXANDER LEVY,
Secretary (Pro. tem.)

Victoria Buildings,
Hongkong, 21st March, 1889. [609

to be held on FRIDAY, SATURDAY,
SUNDAY and MONDAY, 19th, 20th and 22nd April,
1889. Pools, Sweepstakes, and several Events
open to All Comers. Programmes and all
particulars on application.
Persons desirous of joining the Association
should send in their names at once.
A. SHELTON HOOPER,
Honorary Secretary,
c/o Hongkong Club,
Hongkong, 1st April, 1889. 189

TO HAJEN MARUMED
ALLAHAKHIA JOHN MOHAMED, and MOHAMED
FAKERREER, the Executors to the 90th Will
of 1889, on or before which date all Claims must
be proved.
All Persons indebted to the said Estate are
requested to make immediate payments.
Dated the 1st day of April, 1888.
WOTTON & DEACON,
Solicitors, 36, Queen's Road,
Hongkong.

LIMITED.
THE STRAITS FIRE INSURANCE
COMPANY, LIMITED.
I HAVE This Day Assumed CHARGE of
 the AGENCIES of the above Companies
 at this Port.
 By Order of the Board of Directors,
ROBERT BAIRD.
 Hongkong, 1st April, 1899.

-TASTEYEST IN LATEST DESIGNS.
 GREAT REDUCTION IN PRICES.
 Hongkong, 26th April 1888. 157
 PORTLAND CEMENT
 J. B. WHITE & BROS.
 SOLE AGENTS FOR CHINA,
 HOLLIDAY WISE & Co.
 Hongkong, 11th April, 1888. 1574

NOTICES

THE CHINA DIRECTORY
For 1890.
WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY
FOR 1890.
COMPILED BY THE CHINA DIRECTORY
COMPANY, LTD.
LONDON: PUBLISHED BY THE
SMALLER, 10, BROADWAY, E.C.4.

THE CHINA DIRECTORY
has been thoroughly revised and brought up
to date, and again much increased in bulk.

AS WATSON & CO. LIMITED.
PURE CARBOLIC SOAPS.
For Medical and Toilet use.
Guaranteed to be made from absolutely pure
"PHENOL" or CARBOLIC ACID.

These Soaps are specially prepared for use in
Tropical climates and will be found most useful
in cleaning and purifying the skin, relieving
irritation and reducing the risk of contagion.

STRONG MEDICINAL
In Single Tablet boxes.
WHITE, guaranteed to contain 10 per cent.
of Pure Carbolic Acid.

ROSE COLOUR Do.
TRANSPARENT Do.

MEDIUM Do.
ROSE COLOUR, guaranteed to contain 10 per
cent. of Pure Carbolic Acid.

TOILET SOAPS.
3 Tablets in a Box.
TRANSPARENT Do.

ROSE COLOUR Do.
TRANSPARENT Do.

THE HONGKONG DISPENSARY.
HONGKONG, 12th March, 1890.

HIRTH.
On the 24th March, at Mount Gower Hill, the wife
of H. M. HIRTH, Esq., of a daughter.

DEATH.
On the 24th March, aged 51 years, CHARLOTTE
FLETCHER, a dearly loved wife of H. M. FLETCHER,
Dorset, Dorset, Westmoreland, Kent, and Isle of
Wight. Friends will please accept this intimation.

The Daily Press.
HONGKONG, APRIL 2ND, 1890.

Thus at the establishment of steam navigation
on the Upper Yangtze has come to much
the same end as the Woosung railway did.

The steamer *Kuling*, which was specially
built for the trade by the Upper Yangtze
Steam Navigation Company, Limited, after
waiting many months for the permit to
ascend the river, has at last been purchased
by the Chinese authorities, the sellers being
an undertaking to make no further attempt
to reach Chungking by steamer. Such is the
report given in a Shanghai paper, and it
bears every appearance of being based on
reliable information, though we note that
the subject is not alluded to by either of the
other papers. The price paid, \$120,000,
which covers the steamer and the business
premises at Ichang, will leave a fair margin
of profit for the Company, whose capital is
£18,000. The profit, however, would hardly
have tempted them to abandon their plucky
enterprise had they seen any fair prospect of
being allowed to proceed with it within
reasonable time. They have been kept wait-
ing month after month, and as the resources
of Chinese procrastination seem still un-
exhausted, they have presumably come to the
conclusion that they could not afford to keep
their capital unproductively locked up any
longer. The Chinese have employed their
customary tactics with great success in this
matter. First there was great delay in con-
nection with the negotiations at Peking, and
when at last it was agreed that the clause
of the Chefoo Convention relating to steam
communication on the Upper Yangtze
should be acted on, another device to
secure delay was discovered in the alleged
but wholly fictitious necessity of drawing
up rules for the avoidance of collisions with
junks. The Chinese force on the Lower Yangtze
were all that was required; but what
the local authorities were concerned to se-
cure was not the avoidance of collisions but
the smashing of the scheme altogether. The
drawing up of the rules did far therefore
to be as long a business as the original
negotiations at Peking. When the pa-
tience of the parties interested was almost
exhausted an advantageous offer to purchase
the steamer was made, and the representa-
tives of the Company, looking at the matter
from a business point of view, have thought
well to close with it. In their own interests
they have no doubt acted wisely, but from a
public point of view the result cannot fail
to be regarded with great regret. The action
taken by China shows how illiberal the au-
thorities are to the further opening up of
the country to foreign enterprise. The
abandonment of the undertaking will naturally
excite attention in commercial circles in En-
gland, and may not improbably be made the
subject of questions in Parliament. A very
general impression prevails that British in-
terests have not been represented so strongly
at Peking as they ought to have been. The
publication of the dispatches on the
Kuling question might tend to remove this
impression, and would be useful as showing
the tenacity of Chinese policy with regard
to foreign commerce.

Our correspondent, "Wood Pavements,"
has good cause to complain of the condition
of Queen's Road. After any rain, it speedily
under the influence of the jinnichka
traffic, becomes a perfect bog, and pedestrians
are put up with the splashing mud from
these vehicles in addition to the accumula-
tion on their boots and nether garments.
There is no crossing in Queen's Road, and
the evil is thus intensified, as it is therefore
impossible to avoid the filth. The roads
as now constructed answered their purpose
as admirably before the advent of the jinnichka,
as will be seen now on the upper level, where
these little carriages are seldom used, but
they speedily cut up Queen's Road in
wet weather, leaving it, when the rains cease,
full of great holes, which are exceedingly
trying to those persons who are compelled to
ride on such an occasion, all the civil and
military authorities of the city repaired early
to the Viceregal Yamen and offered their
gratulations and respects to the happy lady.
The celebration of her birthday was a large
distribution of her birthday a large amount of
charity to poor women and girls, some of whom
received as much as 100 catty each, while
others received several hundred.

The *Shik-poo* says that the 20th March
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latter. But wood pavements have to be laid
with boiling tar, and this under our tropical
sun would, we fear, be offensive in the sum-
mer, while it is doubtful whether the wood
would resist the influences of the climate
long enough to make the experiment
a success. This, however, the Survey De-
partment are best competent to decide,
but the wood pavement would probably
be condemned on the first count. Concrete
would be too hard, and asphalt, it is to
be feared, would become too slippery even if
it were not too expensive. The latter would
wear well enough here, where there is no
heavy wheeled traffic, and it would render
the work of the coolies lighter if the road-
way were not allowed to become greasy with
mud. The question is one that should,
however, be taken up without delay, for the
condition of the great business artery of the
city is, in wet weather, anything but credit-
able, and it is at the same time most incon-
venient to passengers and pedestrians.

The Rev. Father Nazario, of the Dominican
Order, has been appointed Archbishop of Manila.

The O. & S. steamer *Belgic* left San Francisco
on the 20th March for Yokohama and Hongkong.

H.M.S. *Albatross*, with Admiral and Lady
Salmon, returned to Shanghai from the River
Ports on the 20th March.

The Japanese steamer *Oni Maru* arrived at
Honolulu on the 2nd ult. with nearly one thou-
sand emigrants from Japan.

A hall is to be given by Yokohama residents
to the Hon. P. Le Poer French, H.M. Charge
d'Affaires, on his departure from Japan.

The *Comerio* corrects the statement that
notice of another embargo for \$800,000 had been
served on the Hongkong and Shanghai Bank at
Manila. The statement was, it seems, based
upon a misapprehension.

Anxiety is felt at Manila concerning the safety
of Mr. Rolland, a merchant, who left Tokyo
on the 19th March in the Japanese steamer
Yokohama Maru, and is expected to arrive
here on the 24th.

On the 24th March, at Mount Gower Hill, the wife
of H. M. HIRTH, Esq., of a daughter.

On the 24th March, aged 51 years, CHARLOTTE
FLETCHER, a dearly loved wife of H. M. FLETCHER,
Dorset, Dorset, Westmoreland, Kent, and Isle of
Wight. Friends will please accept this intimation.

The Daily Press.
HONGKONG, APRIL 2ND, 1890.

Thus at the establishment of steam navigation
on the Upper Yangtze has come to much
the same end as the Woosung railway did.

The steamer *Kuling*, which was specially
built for the trade by the Upper Yangtze
Steam Navigation Company, Limited, after
waiting many months for the permit to
ascend the river, has at last been purchased
by the Chinese authorities, the sellers being
an undertaking to make no further attempt
to reach Chungking by steamer. Such is the
report given in a Shanghai paper, and it
bears every appearance of being based on
reliable information, though we note that
the subject is not alluded to by either of the
other papers. The price paid, \$120,000,
which covers the steamer and the business
premises at Ichang, will leave a fair margin
of profit for the Company, whose capital is
£18,000. The profit, however, would hardly
have tempted them to abandon their plucky
enterprise had they seen any fair prospect of
being allowed to proceed with it within
reasonable time. They have been kept wait-
ing month after month, and as the resources
of Chinese procrastination seem still un-
exhausted, they have presumably come to the
conclusion that they could not afford to keep
their capital unproductively locked up any
longer. The Chinese have employed their
customary tactics with great success in this
matter. First there was great delay in con-
nection with the negotiations at Peking, and
when at last it was agreed that the clause
of the Chefoo Convention relating to steam
communication on the Upper Yangtze
should be acted on, another device to
secure delay was discovered in the alleged
but wholly fictitious necessity of drawing
up rules for the avoidance of collisions with
junks. The Chinese force on the Lower Yangtze
were all that was required; but what
the local authorities were concerned to se-
cure was not the avoidance of collisions but
the smashing of the scheme altogether. The
drawing up of the rules did far therefore
to be as long a business as the original
negotiations at Peking. When the pa-
tience of the parties interested was almost
exhausted an advantageous offer to purchase
the steamer was made, and the representa-
tives of the Company, looking at the matter
from a business point of view, have thought
well to close with it. In their own interests
they have no doubt acted wisely, but from a
public point of view the result cannot fail
to be regarded with great regret. The action
taken by China shows how illiberal the au-
thorities are to the further opening up of
the country to foreign enterprise. The
abandonment of the undertaking will naturally
excite attention in commercial circles in En-
gland, and may not improbably be made the
subject of questions in Parliament. A very
general impression prevails that British in-
terests have not been represented so strongly
at Peking as they ought to have been. The
publication of the dispatches on the
Kuling question might tend to remove this
impression, and would be useful as showing
the tenacity of Chinese policy with regard
to foreign commerce.

Our correspondent, "Wood Pavements,"
has good cause to complain of the condition
of Queen's Road. After any rain, it speedily
under the influence of the jinnichka
traffic, becomes a perfect bog, and pedestrians
are put up with the splashing mud from
these vehicles in addition to the accumula-
tion on their boots and nether garments.
There is no crossing in Queen's Road, and
the evil is thus intensified, as it is therefore
impossible to avoid the filth. The roads
as now constructed answered their purpose
as admirably before the advent of the jinnichka,
as will be seen now on the upper level, where
these little carriages are seldom used, but
they speedily cut up Queen's Road in
wet weather, leaving it, when the rains cease,
full of great holes, which are exceedingly
trying to those persons who are compelled to
ride on such an occasion, all the civil and
military authorities of the city repaired early
to the Viceregal Yamen and offered their
gratulations and respects to the happy lady.
The celebration of her birthday was a large
distribution of her birthday a large amount of
charity to poor women and girls, some of whom
received as much as 100 catty each, while
others received several hundred.

The *Shik-poo* says that the 20th March
was the birthday of the wife of the Viceroy, and
as usual on such an occasion, all the civil and
military authorities of the city repaired early
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